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It was in the Red Sea that an American ship was plundered in the early nineteenth century; however, the pirates came from the South Arabian coast. This has been described by Osgood:

> Conspicuous among the former rulers of Dhafar was Seyed Mohammad Akil, who . . . was led by ambition and avarice to turn pirate. Among other prizes, in June 1806, he captured, plundered, and burned near the harbor of Hodeida, in the Red Sea, the American ship *Essex*, belonging to Salem, and commanded by Joseph Orne. Captain Orne had arrived in the *Essex* at Mocha with sixty thousand dollars to purchase coffee. He was persuaded to sail from Mocha for Hodeida by Mohammad Akil, who, keeping him company in an armed ship, seized the vessel soon after leaving Mocha, and slaughtered all on board except a Dutch boy named John Herman Poll, whom he carried to Dhafar. The young man was kept in servitude, educated as a Mahometan, married and had several children, and when last visited, within a few years, seemed perfectly contented with his lot, having nearly forgotten his mother tongue.[42]

While the Red Sea is now perfectly safe from such attacks, many areas of the long Arabian littoral in the Arabian Sea and the Persian Gulf are definitely not. O'Shea[43] relates that in the Persian Gulf as late as 1944 a large Arab dhow bound for the Trucial Coast of Oman with foodstuffs was attacked by a Persian dhow and the whole Arab crew murdered. Representations were made to the Iran government by the Political Agent of Trucial Oman; the pirates were supposedly apprehended and hanged by the Iran government.

Around the Kuria Muria Islands off the South Arabian coast, the coastal tribes are very piratical. Villiers[44] relates that in recent times the tribes on the Arabian coast near these islands have been known to seize ships at night, plunder the cargo, burn the ship and sell the crew in the interior. They have also been known to cut moorings at night, thereby allowing the ship to drift onto the rocks; then they salvage the cargo. This is apparently nothing new, for when Bent sailed along these coasts in the late 1890's, he noted the extreme suspicion of dhow sailors for the inhabitants of the coast:

> While at anchor we heard shouts and cries to come to land, but our sailors would do nothing of the sort. They said a single man might often be seen calling that he was wrecked, and asking to be fetched away, but a party of armed men would be behind a rock, and come out and murder the benevolent crew and steal the boat.[45]

[42] Osgood, *Notes of Travel* (Salem, 1854), pp. 119-120.
[43] R. O'Shea, *The Sand Kings of Oman* (London: Methuen and Company, 1947), p. 116.
[44] A. Villiers, *SS*, pp. 292-295.
[45] T. Bent, *Southern Arabia* (London: Smith Elder and Co., 1900), p. 279.

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721 Parts of this coast are as dangerous for Europeans as for Arabs, and in
619 some instances more so for Europeans. Even as late as December 1949 on the supposedly peaceful coast of the Aden Protectorate an act of violence occurred against a British-owned yacht. I talked to the survivors several months later in Mukalla. They related how the 110-foot motor launch *Anne Loretta* with an Englishman, his wife, and one Arab crewman was cruising a little off shore when she touched a sand bar. The captain went ashore to lay out a stern anchor and was seized by the Arabs of the local Ardiab tribe on the coast; then his wife and the Arab went ashore to see what had happened and were likewise seized. Several British officials to whom I talked admitted that these two English people came very close to death in the hands of these unpacified coastal inhabitants. The British explanation was that the area was between the Eastern and Western Aden Protectorates where the tribes had not been pacified, and the yacht should never have landed there.

IV

505 Every Arab dhow of ocean-going tonnage has a captain *(nakhoda)*, a mate, three quartermasters (or helmsmen), a boatswain, and perhaps a boatswain's mate in addition to the crew. The total complement on a 100-ton ship may be from twenty to twenty-five men, while on a 200-ton ship there will be from thirty-five to forty men. The small coasters of up to 50 tons have crews up to eight or ten; there are no officials on these
[291] small craft outside of the *nakhoda*. There is no formal dress on a dhow; often it is difficult to tell the *nakhoda* from the crew, as everyone usually wears simply a loin cloth or the long Arab gown and a head cloth.

A *nakhoda* is much more than the word 'captain' implies; he acts as navigator, pilot, shipwright, sailmaker, ropemaker, agent for buying and selling cargo, agent for freight, agent for recruiting passengers, cashier, bookkeeper, judge, and arbitrator. So completely does the *nakhoda* handle the ship and the ship's affairs that the mate has little to do when the *nakhoda* is aboard. Only when the *nakhoda* leaves the ship does the mate take over; that is the mate's only excuse for existence.

505 Many of the Kuwait ships on the run to Africa carry carpenters aboard
396 —not as ship's carpenters, but for the construction of small dhows for sale in African waters. Presumably they can sell them profitably in Africa at a price cheaper than the local boatbuilders! However, a small 10-ton dhow that was built aboard the Kuwait *bhum* on which Villiers sailed down the African coast, had to be left on the beach at Zanzibar in charge of a ship's agent, because the dhow could not be sold at the price de-